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PATENT SPECIFICATION

DRAWINGS ATTACHED

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895,525

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No. 39090/59.

(Patent of Addition to No. 802,178 dated Jan. 31, 1957.)

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Index at acceptance:—Class 108(1), B3.

International Classification:—B62d.

COMPLETE SPECIFICATION

Improvements relating to Truck Cabs

5 We, VAUXHALL MOTORS LIMITED, a British Company of Luton, Bedfordshire, do hereby declare the invention for which we pray that a patent may be granted to us and the method by which it is to be performed, to be particularly described in and by the following statement:—

10 This invention relates to truck cabs, and is an improvement in or modification of the invention according to our prior Letters Patent No: 802,178. The word "truck" is herein used in the sense of a commercial motor road vehicle designed to carry a load behind a driver's cab.

15 The present invention has for its object to render the engine more accessible in a truck having a forward-control cab, by which is meant a truck in which at least the front of the cab is situated forward of the front axle.

20 The scope of the invention is defined by the appended claims; how the invention may be performed is particularly described below with reference to the attached drawings in which:—

25 Figure 1 is a side elevation of a truck cab; Figure 2 is a rear elevation of the cab shown in Figure 1;

Figure 3 is an enlarged section on the lines A—A in Figure 1; and

30 Figure 4 is an enlarged section on lines B—B in Figure 2.

35 The chassis of the vehicle has two longitudinal side members 5 spaced apart by a distance less than the full width of the cab. The engine 6 is positioned centrally between the chassis side members 5 and is arranged to lie in the direction fore-and-aft of the chassis. Substantially the whole of the engine 6 lies behind the front axle, the position of which is

40 at 7, approximately.

The cab 2, having a front panel 1, a wind-screen 1A, and doors 3, includes an engine compartment which is open at the rear at 8,

[

where it is separated from the load compartment or body of the vehicle by a space. The engine compartment extends for the full transverse width of the cab and thus projects on each side beyond the chassis side members 5. The compartment is formed at the top by a horizontal sheet metal panel 9 forming a shelf which lies to the rear of the driver's seat and is within the cover afforded by the roof 10, the rear window 11, and the side windows 4. At the front the engine compartment is formed by sheet metal panels supporting the seat back and bottom. These panels are a panel 13 extending downwards from the forward edge of the horizontal shelf 9 and adapted to support the seat back; and a panel 14 which supports the seat bottom.

60 The sides of the engine compartment are in the form of hinged flaps 15 of sheet metal, hinged at their top edges by hinges 16 having a horizontal hinge axis, to the superstructure near the ends of the horizontal shelf 9. There is a hinged flap 15 on each side of the cab, situated in each case below the cab waistline and behind the door. Each hingeable flap 15 is arcuately shaped at the bottom to form a step 12 to fit over front wheel wing 16A, and is inwardly curved along its rear edge, to form an inturned flap 17. By the construction of the engine compartment with an open rear, and with the hinged side flaps 15, the driver can easily get at the engine by raising one of the hinged flaps 15, and then entering the engine compartment. This is easier because this compartment is open at the rear, except for a short downward skirt 18 which is just below and outside the rear window 11, and which terminates in a flange 19. When attending to the engine, the driver is standing within the width of the vehicle, and is protected from weather by the horizontal shelf 9, which is also useful for storing articles inside the cab. The shelf is strengthened by a brace 20, which

forms a box-section with the panels 8 and 13.

Figure 3 shows to a larger size, the hinges of one of the hinged flaps 15, and also shows a slotted link device for holding the flap open.

- 5 The flap 15 has fixed to it a bracket 21 to which is pivoted a link 22 having a slot 23 through which passes a pin or bolt 24 on a bracket 25 fixed to a sloping frame member 26 of the cab. The slot has a notch 27 at the bottom, and by lodging the bolt or pin 24 in this slot the flap 15 may be held open.

10 In Figure 2, the raised position of one of the flaps 15 is shown in broken lines.

WHAT WE CLAIM IS:—

- 15 1) A forward-control truck cab having on each side, below the cab waistline and behind the door, a panel which is openable to give access to the engine, which last is contained in an engine compartment open at the rear but
20 formed at the top by a horizontal shelf, at the front by a panel to support the seat back, and at the sides by the openable panels.
- 2) A forward-control truck cab having on each side below the cab waistline and behind the door, a panel which is openable by pivoting about a horizontal hinge axis to give access
25 to the engine, which last is contained in an engine compartment extending the full width of the cab and open at the rear, but formed at the top by a horizontal shelf within the cab

rear window, at the front by a panel supporting the seat back and at the sides by the openable panels.

3) A forward-control truck cab having on each side, below the cab waistline and behind the door, a panel which is hinged at its top edge on a horizontal hinge axis and can be lifted to give access to the engine which last is contained in an engine compartment extending the full width of the cab and open at the rear, but formed at the top by a horizontal shelf within the cab rear window, at the front
40 by panels to support the seat back and bottom, and at the sides by the liftable panels.

4) A cab according to claim 2, where each panel is shaped at the bottom to fit the front-wheel wing.

5) A cab according to claim 2 or 3, where each panel is inwardly curved at its rear edge.

6) A cab according to any previous claim, having at the rear, outside the back window, a downward skirt which has its bottom edge short of the bottom edges of the panels and its side edges meeting the side edges of the panels.

7) A forward-control truck cab, substantially as hereinbefore particularly described with reference to the accompanying drawings.

E. WILLIAMSON,
Chartered Patent Agent.

PROVISIONAL SPECIFICATION

Improvements relating to Truck Cabs

60 We, VAUXHALL MOTORS LIMITED, a British Company, of Luton, Bedfordshire, do hereby declare this invention to be described in the following statement:—

This invention relates to truck cabs, and is an improvement in or modification of the invention according to British Patent No. 802,178 (hereinafter referred to as the "main Patent"). The word "truck" is herein used in the sense of a commercial motor road vehicle designed to carry a load behind a driver's cab.

70 The present invention has for its object to render the engine more accessible in a truck having a forward-control cab, by which is meant a truck in which at least the front of the cab is situated forward of the front axle.

75 The invention consists in a forward-control truck cab having on each side, below the cab waistline and behind the door, a panel which is openable to give access to the engine, which last is contained in an engine compartment open at the rear but formed at the top by a horizontal shelf within the cab rear window. The compartment may be formed at the front by panels supporting the back and bottom of the driver's seat, and at the sides by the openable panels. These last may be hinged about
85 a horizontal hinge axis.

In one specific design in accordance with the invention the panels are hinged about a

horizontal hinge axis along their top edge, and are liftable to give access to the engine. In this design, which is herein described by way of example only, the cab, made of sheet metal, comprises a front panel and a roofed super structure having a door in each side. The super structure comprises a side window, above the cab waistline, to the front and to the rear of the door opening on each side. The parts forward of the door need not be further described herein.

The chassis of the vehicle has two longitudinal side members spaced apart by a distance less than the full width of the cab. The engine is positioned centrally between the chassis side members and is arranged fore and aft of the chassis. The greater part of the engine lies behind the front axle.

The cab includes an engine compartment which is open at the rear, where it is separated from the load compartment or body of the vehicle by a space. The engine compartment extends for the full transverse width of the cab and thus projects on each side beyond the chassis side members. The compartment is formed at the top by a horizontal sheet metal panel forming a shelf which lies to the rear of the driver's seat and is within the cover afforded by the roof, the rear window, and those two side windows which are behind the doors. At the front the engine compart-
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ment is formed by sheet metal panels supporting the seat back and bottom. These comprise, firstly, an upright panel (perhaps slightly sloped) extending downwards from the forward edge of the horizontal shelf and adapted to support the seat back; and secondly by further sheet metal panelling extending in a generally forward direction and arranged to support the seat bottom. This further panelling comprises a central raised portion to form a recess for receiving the forward part of the engine.

The sides of the engine compartment are in the form of hinged flaps or panels of sheet metal, hinged at their top edges, along a horizontal hinge axis, to the ends of the horizontal shelf mentioned above, or to the frames of the side windows at the extreme ends of that shelf. There is one of these hinged flaps or panels at each side of the cab, situated in each case below the cab waistline and behind the door. Each hingeable flap or panel may be arcuately or otherwise shaped at the bottom to fit over a front wheel wing or mudguard, and may also be inwardly curved along its rear edge. By the construction of the engine compartment with an open rear, and the pro-

vision of the hinged side flaps, the driver can easily get at the engine by raising one of the hinged flaps, and then entering the engine compartment. This is made easier because this compartment is open at the rear, except perhaps for a short downward skirt just below and outside the rear window of the cab. When attending to the engine, the driver is standing within the total width of the vehicle, and is protected from weather by the horizontal shelf above. This horizontal shelf forming the top of the engine compartment is also useful for storing articles inside the cab.

The hinge flaps described above may have fasteners to hold them securely down, and they also have rods by which they may be propped open when required.

As compared with the cab particularly described in the main Patent, the modification involved in the present invention amounts to the omission of the rear panel of the engine compartment, and replacement of the panels hingeable about vertical axes by flaps each hinged along their top edges about a horizontal hinge axis.

E. WILLIAMSON,
Chartered Patent Agent.

395525

COMPLETE SPECIFICATION

1 SHEET

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Fig. 4.

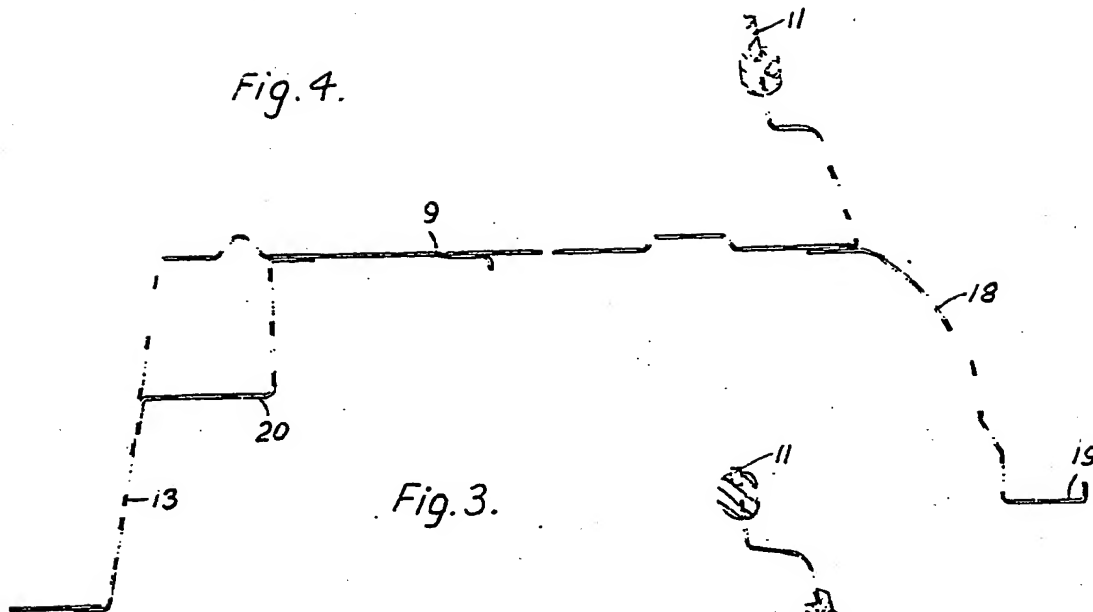


Fig. 3.

